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EXCITING RACE FOR BIG FRENCH AUTO TROPHY.

Duray Leads at the Start, but Gives Way to Italian-Lancia's Fuel Gives Out Near the End-Heath and Christle Meet With Mishaps-Shepard Finishes Ninth.

Special Cable Despatch to THE SUN DIEPPE, July 2 .- Felice Nazzaro, entered at the last minute at double the regular entry fee, to-day won the 478 mile contest for the Grand Prix of the Automobile Club of France in 6 hours 46 minutes and 33 onds, driving an Italian Fiat racer of practically the same type that he drove last fall in the struggle for the Vanderbilt cup in America. Nazzaro averaged more than 70 miles an hour.

François Sisz, the hope of France be cause he won the two day race for the Grand Prix last year over the Sarthe cirouit, finished second with a Renault in 6 hours 53 minutes 10 3-5 seconds. Baras, with a Brasier, was third in 7 hours 5 minutes 5 3-5 seconds. Gabriel, with a Lorraine-Dietrich, was fourth in 7 hours 11 minutes 39 seconds. Rigal, substituted recently for another, was fifth with a Darracq in 7 hours 12 minutes 36 seconds.

Gustave Caillois, driver of a Thomas in the American elimination trials for the Vanderbilt cup team last fall, was sixth with a Darracq in 7 hours 15 minutes 58 3-5 conds. Barilier was seventh with a Brasier in 7 hours 27 minutes 54 seconds. Garcet, with a Bayard-Clement, was eighth in 7 hours 34 minutes 17 seconds. Elliott F. Shepard, the young American, finished ninth with a Bayard-Clement in 7 hours 39 minutes 56 seconds Hemery, winner of the second Vanderbilt oup race on Long Island in 1905, was tenth with a German Mercedes in 8 hours 25 minutes 25 seconds Courtade was eleventh with a Motobloc in 8 hours 48 minutes 35 seconds. Bablot, with a Brasier, was twelfth in 9 hours 12 minutes 59 seconds

The race for the smaller cars for the cup offered by the sporting commission of the Automobile Club of France was won by Delanghe Foucault in a Darracq in 5 hours 18 minutes 25 3-5 seconds, the distance being 286.8 miles. For the Grand Prix the competing cars were limited to 8.8 gallons of fuel per 62.1 miles and in the contest for smaller cars the allowance was 3.3 gallons of fuel per 62.1 miles.

The result was a bitter disappointment for the multitude of Frenchmen who had journeyed to the seashore district to watch the race in the hope of witnessing the triumph of one of their countrymen, as there were twenty-four French cars out of a total of thirty-eight entered for the contest.

To those interested in the French industry the only source of joy lay in the fact that of the first dozen to complete the distance there were ten machines from French factories, and even then the Mercedes, which finished in tenth place, was driven by that sturdy native of the great European republic, Hemery, who had won glory for France by taking a Vanderbilt cup struggle from the victor in to-day's struggle. To be sure, a French leader, Darracq, won the cup for smaller cars, but in that contest there was neither the rivalry of nations nor the interest that attended the greater struggle.

To those among the spectators who did not allow their feelings as Frenchmen to nterfere with their judgment, and among the visitors from other lands, Nazzaro and his mates of the Fiat team, Lancia and Wagner, had been the favorites in any wagers that were made.

Though not so dashing as Lancia nor so much of a daredevil as Wagner, Nazsaro has been aptly described as a driver who combined discretion with daring. He has been a most consistent performer in great road races and to-day won his third great race for 1907, having been victorious of the su in the Targa Florio contest in the island of Sicily and in the race for ithe Kaiser's cup. held recently over the Tanus course in

Nazzaro's companions of the Fiat team. Lancia and Wagner, did not finish. Lancia drove in his usual daring style but was not careful enough in caring for his limited allowance of fuel and consequently was unable to complete the distance, which was a great disappointment to him as he had been third at the end of the ninth round of the course, being less then ten minutes behind Sisz, who was second to Nazzaro, who was leading the Frenchman by almost six

Wagner, the French driver who left the Darracq firm a few months ago to accept an engagement with the Paris agents of the Fiat, while leading during the third round the circuit drove off the course onto a field and then abandoned the contest. Jefferson De Mont Thompson, chairman

of the racing board of the American Automobile Association and of the Vanderbilt Cup Commission, was in his box with a party of friends when Lancia was sent away first at 6 o'clock this morning. The King of England and the President of France had been expected at the race, but neither of them materialized.

The other contestants were started at intervals of one minute after Lancia had departed. All of them got away in good style except Hubert Le Blon, winner of econd place in the American team for last year's Vanderbilt race with a Thomas, who to-day had some difficulty in getting his Panhard to start, but got away just in dvance of Salzer with his Mercedes, who as the next starter.

Mishaps began in the initial round, when advance of Salzer with his Mercedes, who was the next starter.

Richez failed to make a difficult turn at Loudinières and was upset. Bablot, in a Brasier, was following close behind and drove into the ditch in an effort to avoid a collision. Richez had to abandon his car, but Bablot continued after making some slight repairs and finished.

Lancia, first to start, was first to complete the first round of the circuit, doing it 41 minutes 33 seconds. Duray, winner of the Circuit des Ardennes race last vear in very fast time, to-day made the fastest time for the first round of the circuit, comoleting it in 40 minutes with his Lorraine-Dietrich. Szisz and his Renault made the first round in 40 minutes 39 seconds, and anniot with his Darracq did it in 41 minutes

Fanriot with his Darracq did it in 41 minutes 47 seconds.

Duray drove his Lorraine-Dietrich in fine style, and up to the end of the eighth round looked surely a victor, as he had completed the eight rounds in 5 hours 33 minutes 35 seconds. A broken bearing in one of his wheels gave out on the next round and forced the blond driver to relinquish the race. He made the second round in 1 hours minutes 54 seconds, the third round in 2 hours and 21 seconds, the fourth round in 2 hours 39 minutes 10 seconds. the fifth round in 3 hours 24 minutes 55 seconds. When he had completed his fifth round his radiator, starting away again at a second of the second of the supply and result in the second of the supply and result is radiator, starting away again at a atopped to replenish his luci supply and at a fill his radiator, starting away again at a fast rate. His sixth round was completed in 3 hours 55 minutes, his seventh in 4 hours 48 minutes 13 seconds.

Lancia drove in almost as even and dash-g style as Duray during the early part of the race, never being more than two minutes behind Duray until the end of the fifth round, for which Lancia's time was 3 hours 27 minutes 9 seconds, or less than three minutes slower than Duray. At the end of the seventh round, however, Duray was 3 minutes and 5 seconds ahead of Lancia.

George Heath, the transplanted American who captured the first Vanderbilt cup race for France with a Panhard, met with mis-

fortune to-day, and after completing the first round in 52 minutes 23 seconds had to retire, as his car broke down. Heath was not injured, but could not continue.

Walter Chrystie, the only American driver of an American car, broke a valve which prevented his front wheel direct driven racer from showing what it was capable of. His first round was made in 1 hour 20 minutes 13 seconds. His second round was completed in 2 hours 9 minutes 2 seconds. He finished his fourth round in 4 hours 58 minutes and was cheered by the crowd as he started on his fifth round.

Elliott F. Shepard, the scion of the Vanderbilt family, who drove a Hotchkiss racer as one of the French team in the Vanderbilt cup race last fall, made a good showing with his Bayard-Clement to-day, particularly in view of the fact that he had not had sufficient time to become acquainted with

sarivin view of the fact that he had not had sufficient time to become acquainted with the machine before the contest. His time for the first round of the course was 46 minutes 20 seconds, and for two rounds was 1 hour 32 minutes 6 seconds. He com-pleted his sixth round in 4 hours 37 minutes 47 seconds.

47 seconds.

The race was run over a triangular course 47.8 miles around, which was covered ten times. The start was near Dieppe, forking sharply to the left about a mile from the start, so that spectators in the grand stand could see the cars as they raced along through the open country after making the abrupt left turn. There had been fears that the heavy rains would leave the road surface in a slippery condition, but a brisk wind which blew all night dried out the roads.

roads.

Could one say that down the homestretch of the Dieppe circuit to-day Nazzaro was driving to glory? If one were an Italian, undoubtedly yes. If one were French patriotism might obstruct sportsmanship. It seemed to, anyway, when Nazzaro came in a winner. To be sure, all demands of politeness were fulfilled—Nazzaro was taken to the box of the Automobile Club of France and congratulated, but the cheers were few, both then and earlier when he sent his Fiat across the line a winner in the second Grand Prix of the Automobile Club of France.

was a strong contrast between

There was a strong contrast between Sizz and his Renault's victory on the Sarthe circuit last year and Nazzaro's 'Fiat victory to-day in the measure of acclamations of the crowd and the demonstrations within and before the Automobile Club's box.

Dieppe, whose hotels refused ordinary patrons in advance, felt rather chagrined last night, for the eager followers of the sport did not take anywhere near all the accommodations. At the track grand stand, which only claimed to accommodate 5,000, scarcely more than double that number were visible thence. The attendance elsewhere about the course was not ascertained definitely. The grand stand was not nearly so large as that of the Sarthe circuit, and the restaurant accommodations were less, doubtless due to the 1906 experience. All this does not mean that interest in automobiling is waning by a long shot, but motorists declare that the conditions of the race must be made sportsmalike and less tinged by manufacturers' control, especially one nation's.

American motorists for the second time.

American motorists for the second time declared for more open conditions. English makers, whose cars scarcely showed to advantage, to speak mildly, expressed even in advance disapproval of the conditions. France would have had a magnificent performance to her credit had Duray's car only held out, but the ball bearings breaking made the car wabbly and forced its retirement. Italy's makers' judgment in presenting heavy machines was justified by the chances of the game.

Christie's machine, although it excited immediate interest and some betting, could not compete with the more thoroughly tried out racers. American motorists for the second time

not compete with the more thoroughly tried out racers. Observers prior to the start, however, noted the keenness of the attention paid by the French to this machine. Christie's valve stem broke and he had to drill through steel to make repairs, and this made his chances hopeless. It is reported that a meeting will be held, largely at English instigation, at Ostend soon to urge auto racing under new conditions.

PRIZEFIGHT CONSPIRACY.

Magistrate Believes Substitution of Prisoner Was Made in Special Sessions.

Magistrate Kernochan held an examination yesterday in the Tombs court into the charge of conspiracy against President James J. Buckley of the Sharkey Athletic Club, Terrible Eddie Smith and Frankie Sheehan, pugilists. The charge grew out named George Anderson in the Court of Special Sessions last week. Anderson, Sheehan and Buckley were arrested in January for violation of the law prohibiting prizefights. Tammany Leader James J. Hagan went on their bonds in \$500 each. and Anderson disappeared. Smith was substituted with the object apparently of preventing the forfeiture of the bond.

Four lawyers appeared before Magistrate Kernochan for the three defendants. As Policeman Nuppenau, who made the original arrests, and Assistant District Atin Special Sessions when the substitution

in Special Sessions when the substitution was discovered the quartet of legal talent interposed a rapid fire of objections.

The Court overruled them as fast as made. Finally when it was apparent that the Magistrate was in favor of holding all three defendants Lawyer Emil Fuchs asked permission to submit a brief.

"On what, the law?" asked Magistrate Kernochan.

Kernochan.

"Yes, your Honor."

"Oh, well, if that's it I'll hold them and you can try your law out in a higher court," reaching for the papers.

"But I am sure I can convince you," protested Fuchs.

"Yes, we can convince you," chorused Phil Goodhart, Lawyer Donohue and the rest.

rest.

"Well, I am frank to say you will have a very difficult time," said Magistrate Kernochan. "There is no doubt that a bold substitution was made. It was outrageous. And I want to see somebody severely punished for it." He then agreed to give counsel until next Tuesday afternoon to submit being.

aquatic diversions.

affords attractive service.

and 7.55 A. M. Sundays.

and 1.55 P. M. week-days.

BECKER NOT HELD FOR MURDER

HIS CONFESSION OF ELMHURST CRIME IGNORED.

Grand Jury Had Devoted a Week to Investigation of the Killing of Amelia Staffeldt-Mrs. Simonson, Who Identified Becker, Is Now Strangely Persecuted.

After a week's investigation the Queens ounty Grand Jury yesterday refused to Henry Becker for the murder of Amelia Staffeldt, the fifteen-year-old girl who was killed while picking dandelions in a field near her home at Elmhurst on the afternoon of May 22.

Becker was arrested near the scene the murder the day following by Capt. McCafferty and all other clues were abanoned. When the prisoner was put through the "third degree" he confessed, and then he started in to confess to anybody and everybody who happened to ask him about the crime. He also confessed to imaginary crimes, and after repeating his confession when arraigned before Magistrate Connorton in the Flushing police court following his arrest he wound up by saying:

"And that's what they told me to tell." "Who told you to tell that?" asked the Magistrate.

"Why, the officers," was the reply. Then turning to those who had him in custody, he continued: "Now, I told what you wanted me to; are you going to let me go now?"

Connected with the murder is the mysterious persecution that has followed the

family of George B. Simonson, who lived on the Trains Meadow road, near the scene of the murder. His wife, Mrs. Emily Simonson, saw two men, one of whom, she said, was Becker, washing their hands at the pump in her yard about the hour of the murder. Since then an attempt has been made to murder Mr. Simonson while on his way home through the lonely woods that line both sides of Trains Meadow road, line both sides of Trains Meadow road, shots have been fired at his house at night, his big watchdog has been poisoned, Mrs. Simonson has received three threatening letters and word was left in a grocery store where she deals that her five-year-old child would be kidnapped. Terrorstricken, the Simonsons quit their home and are now living with Mr. Simonson's father at 26 Sycarmore avenue Corons.

simonsons quit their nome and are now living with Mr. Simonson's father at 26 Sycamore avenue, Corona.

When served with a subpœna Monday night to appear before the Queens county Grand Jury yesterday Mrs. Simonson said she was afraid to leave the house for fear she would be murdered. Lieut. Herbert Graham of the Brooklyn headquarters was sent in a coach to take her to Long Island City, where the Grand Jury was in session, but following the service of the subpœna she had become so overwrought by excitement that her physician refused to permit her to leave the house.

All three letters sent to Mrs. Simonson were mailed from station E, Manhattan, and all were liberally decorated with skulls and crossbones, daggers and black hands, while the third letter had the head of a young girl, well executed in pen and ink, drawn on the letter sheet. One of the letters read:

MRS. SIMONSON: Young Becker fellow innocent, and if you and your husband appear against him we will fix you BLACK HAND SOCIETY.

Another letter read:

Harry Becker is innocent of the killing f Amelia Staffeldt. I am the big Slav. I did the killing. If you don't keep your big mug shut we will give you the same dose BLACK HAND SOCIETY.

District Attorney Darrin of Queens county will try to trace the author of these letters. In the meantime the murder is up to the police again.

FAGAN LOSES TWO BIG SUITS. Trolley Company, Railroads and State Win

Over Jersey City in Appellate Court. fight against the railroads and trolley companies.

In one suit Mayor Fagan attacked the North Jersey Street Railway Company upon the ground that it was operating illegally in Jersey City and that the act continuing the corporate existence of corporations was unconstitutional.

The Court of Errors sustains the validity of the various acts under which the North Jersey claims the right to use the streets of Jersey City. The court found it necessary to pass upon the particular question of the right to extend corporate franchises, and pointed out that such a decision would be farreaching, as it would effect the status of hundreds of New Jersey corporations.

In the other case the Supreme Court was reversed in the suit brought by Mayor Fagan against the Lehigh Valley Railroad. Mayor Fagan and Corporation Counsel Record contended that the trackage of various small connecting railroads and spurs, although operating under separate charters, were a part of the larger roads and should be taxed at local rates for the municipality instead of by the State.

The Court of Errors holds that any right of way used for the transportation of either freight or passengers falls within the classification technically known in New Jersey as first class or main stem property and is therefore taxable by the State. In so holding it sustains the State Board of Assessors. Jersey City. The court found it necessary

By the decision both the State and the railroads win a victory. The State will receive the revenues instead of the municipality and the railroads will be required to pay less tax than otherwise. A contrary decision would have largely increased the revenues of Jersey City.

TO THE SEASHORE RESORTS.

Jersey coast from Sandy Hook to Cape May. Long Branch,

Elberon, Asbury Park, Spring Lake, Seaside Park, Beach Haven,

Atlantic City, Ocean City, Wildwood, and Cape May-all are

suggestive of delightful sea breezes, and replete with exhilarating

on the upper coast, a service of ten express trains in each direction

is maintained every week-day. Eight of these carry Pullman

parlor cars, and five have Parlor Smoking cars. Several of these

trains make the run between New York and Asbury Park in 90 minutes. On Sundays a schedule of four trains in each direction

at 9.55 A. M., 2.55 P. M. week-days; 1.25 P. M. Saturdays only,

via the Delaware River Bridge Route, all rail and no transfer

through Philadelphia, on trains leaving New York at 7.25 A. M.

service to all summer resorts reached by the Pennsylvania Rail-

road and its connections, together with rates of fare.

It is a popular list of summer resorts that dot the New

Between New York and Asbury Park, and other points

Atlantic City is but three hours from New York by the fast through trains of Parlor cars and coaches, leaving New York

Cape May, Wildwood, and Ocean City can now be reached

Ticket Agents will give you full information regarding the

SLAIN IN TENEMENT DUEL

Man Had Been Murdered Twenty-four Hours Before Body Was Discovered.

It was discovered yesterday that another murder had been committed in the block of Elizabeth street between Hester and Grand. On Saturday evening Paul de Pasculla got to arguing with some other Sicilian in a groggery at No. 85 and died with a hole in his skull made with the handle of an umbrella, delivered lance fashion. The bartender chased the surviving disputant outdoors and nobody knows, it is said, who he was or where he went.

Yesterday the body of Clemento Criaco. who lived in a two room tenement at No. 90 and kept a saloon on Front street. Jamaica was found on the floor of his apartment Giuseppe Cama of 154 Mott street, seeking to send a message to a brother in Criaco's employ, came around to the house, couldn't raise anybody, climbed the fire escape and found Criaco's body on the floor. One bullet had gone through the brain and another through the heart.

Coroner Shrady found that Criaco had been dead at least twenty-four hours. Although five other Sicilians inhabit the

been dead at least twenty-four hours. Although five other Sicilians inhabit the rooms across from Criaco's and the building has a raft of other inmates, no one could be found who would say he heard any shots—that is, not until Minna Isabella of 88 said her landlord, Antonio Testa, had told her that he had. Testa said the story wasn't true until he was confronted by the Isabella girl. Then he recalled that he had noticed something between 6 and 7 o'clock Sunday morning—the Fourth coming early to Elizabeth street, he suspected. And then Minna Isabella remembered that as she glanced across the areaway into Criaco's rooms very early on Sunday she had seen him putting on his necktie, while a stranger with a straw hat stood by.

Isabella also told the Coroner that Criaco had a wife, who went away to Jersey three weeks ago for her health. Jesu Criaco, a brother, and Mrs. Jesu Criaco were also questioned, along with other neighbors from the block of sudden deaths. Mostly they shrugged their shoulders and couldn't imagine why anybody should want to kill Giuseppe.

Detectives Jennings and Pierce from the Mulberry street station and De Martini and Scribani of the Headquarters Italian squad sleuthed all day and found that at least five bullets had been fired in some sort of a duel in the kitchen and bedroom that constituted Criaco's flat. In a closet, wranged up in a shirt valet they get.

wrapped up in a shirt waist they got a revolver that fitted the bullets.

Criaco had a parrot, Garibaldi, and a phonograph, both of which are said to have been subjects of protest along the block. One of the bullets, it was found, had chipped a piece of Garibaldi's had chipped a piece off Garibaldi's cage.
The parrot was still within, but whereas he used to be loquacious no syllable has come from him since Criaco's body was discovered.

Another bullet had grazed the phonograph case.

HIT BY AN AUTO; MAY DIE. tifled Man, Dodging One, Jumped in Front of Another.

BABYLON, N. Y., July 2-A Bohemian whose name has not been learned as yet was struck this evening by an automobile and may die without regaining consciousness. The accident occurred on the South road between this place and Bay Shore. The automobile is owned by Frank H.

Kalbfleisch, son of the ex-Mayor of Brooklyn. In it at the time were the owner and his daughter, Miss Gertrude Kalbfleisch, and Paul Krauss, the chauffeur, who was driving the car. The man who was hurt came out upon

the road from the Phelps property and stepped almost directly in front of an automobile. He jumped aside and avoided it, but was right in front of the Kalbfleisch car. The latter was not running very fast, so the chauffeur says, as it had a flat tire and the occupants were trying to reach

home without waiting for repairs.

When Krauss saw the man in the road he swung his car over to avoid him, but the TRENTON. N. J., July 2.—Two decisions handed down by the Court of Errors and Appeals to-day are against Mayor Fagan and his associates in Jersey City in their fight against the railroads and trolley

in a field with the occupants unhurt. The car is pretty well broken up.

Both of the Bohemian's legs are broken and one is torn so that it will have to be amputated. The man appears to be seriously hurt internally

STANDARD OIL FIGHTING TAFT? Trust Said to Be Taking Part in the Contest

COLUMBUS, July 2.-The announcement from Wood county that the Standard Oil Company had come into the Ohio field to wrest the Ohio delegation from Secretary Taft is taken here as another phase of the fight against Taft which his opponents will seize upon in their attempt to force him to agree to a compromise in which Senator Foraker will get the assurance of another term in the Senate.

The letter announcing that the Standard is in the Ohio field to fight Taft was brought

is in the Ohio field to fight Taft was brought to Taft headquarters here by special messenger, so important was the action in Wood county considered.

Manager Vorys will not give out the contents of this letter, but admits that it contains important information.

Judge Troop, the Wood county attorney for the Standard Oil Company, suddenly changed front just before the meeting of the county Republican central committee and began an open fight against the proposition to indorse Taft. Before that time he had made no objection to the proposal to indorse no objection to the proposal to indors. Teft, and therefore it is assumed that he received word from somewhere that Taft

TWO KILLED IN THE TUNNEL By a Four Ton Rock Which Dropped With out Warning From the Roof.

A four ton rock dropped yesterday out of the roof of the Thirty-second street bore of the Pennsylvania tunnel under Second avenue and killed two men. They were August Weber of 4 Carmine street, a foreman, and Victorio Preppi of 492 Tenth avenue. a laborer. Weber was married only

four months ago.

The 150 men had entered the tunnel at the opening, 31 East Thirty-second street, and were going east to their several stations to begin the day's work.

The falling of the rock, the engineers said. was an unavoidable accident, as there was nothing in the visible strata to indicate that it was coming.

WRECKED ON NOVA SCOTIA. Steamer Cartagena a Total Loss-Ran Aground in a Fog.

HALIFAX, July 2.-The steamer Cartagena is a total loss on the Nova Scotia coast, about 100 miles west of Halifax. The steamer struck at a place called Selvage or Half Moon rocks off Blanch. The fog was very dense all day and the captain got out of his

The officers and crew were all saved. The Cartagena was coal laden from Michigan bound for Boston. She is a wooden steamship and lies in a bad place, broken in two, with her stern completely submerged.

FEES IN BAY STATE GAS CASE. Receiver Pepper Gets \$100,000 and Attorney Whipple \$233,000.

Boston, July 2 .- Judge Putnam of the United States Circuit Court to-day allowed the fee of \$100,000 asked by George W. Pepper of Philadelphia as receiver of the Bay State Gas Company of Delaware Sherman L. Whipple, of counsel for Receiver Pepper in prosecuting suits against Thomas W. Lawson, Henry M. Rogers and others, gets a fee of \$233,000. AUTOMOBILES.

Wins Grand Prix.

For the third time within the past three months FIAT wins a Great International Victory, proving beyond all question that for speed, endurance and consistent performance it is preeminently the leader.

Grand Prix Race in France, July 2d. 477 mile contest, 38 competitors, FIAT 1st.

Kaiser Cup Race in Germany, June 15th. 300 miles, 91 competitors, FIAT 1st, 5th and 6th.

Targa Florio Stock Car Race in Italy, April 21st.

300 miles over mountains and bad roads, FIAT 1st, 2d and 4th out of 48 competitors.

These contests have been more severe than any ordinary hill climbs or endurance contests, and to win three in succession against the best cars and drivers of the world is a record that has never before been equalled.

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The saving of extra time depends on the
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AMONG THE AUTOMOBILISTS

HOPE FOR CHANGE IN JERSEY'S REGISTRATION RULE.

Motorists Would Like to See Prospect of Vanderbilt Cup Race Being Run There Soften Hearts of State Legislators Toward the Non-Resident Drivers.

New York motorists expressed themselves favorably yesterday over the prospects of running the Vanderbilt cup race and American elimination trials in New Jersey. The fact that President W. F. Sadier, Jr., of the Associated Automobile Clubs of New Jersey had asked for the use of a course on two days was good news to those who do not favor making a manufacturers' contest out of the Vanderbilt race, as many interested men feel that the rule that entries be restricted to five from any one nation should be adhered to. As it seems most likely that the course over which the race will be fought out, provided permission is secured, be some distance away from New York the

problem of how to keep the spectators off the course during the race will be vastly simplified, though it is very likely that a great throng would watch the race no matter where it is run.

An automobilist who does considerable driving in New Jersey remarked yesterday that he hoped the Legislature would not stop with passing a law to allow the use of roads for the race and State troops to guard the course, but would continue its good work long enough to pass an amendment to the present motor vehicle regulations, doing away with the present requirement that every car driven in the State must be registered there and carry only the New Jersey numbers. It may be, however, that the legislators will refuse to change this regulation, as for one thing the running of the cup contest in that State will mean about 10,000 additional cars to be registered at the regular fee, as well as a larger number of drivers taking out licenses, all of which will help to swell the State treasury.

TRENTON, N. J. July 2.—Following a conference to-day with Charles T. Terry, chairman of the law committee of the American Automobile Association, Attorney-Genera,



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Complete Cars; Immediate Delivery.

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McCarter drafted a bill to permit the holding of the Vanderbilt cup race in New Jersey.

It is proposed to introduce the measure in the Legislature when it reconvenes on Friday. The bill provides for the necessary vacating of the roads and the suspension of the Freinghuysen law during the races.

Gov. Stokes said to-day that personally he favors having the race run here under sufficient safeguards. He said, however, that he would be largely influenced by public sentiment. If this was favorable he would gladly assist in securing the necessary law. But otherwise he would not care to do so.

The press of the State is divided upon the question of the desirability of having the race in this State. Some of the newspapers have already started a crusade against it, while others favor it.

American automobile manufacturers are gaining on their foreign competitors in a business way, for while the imports of cars into this country for May decreased, there was an increase in the value of cars and parts exported. During May last year 117 foreign cars were brought into this country, but only 105 cars were imported in May of this year. Italy sent over two more cars this year during May than it did last year, but France sent ten less, Germany two less and the United Kingdom two less. In May of 1908 the exports of cars and parts from this country amounted to \$75,096, while in May of this year cars and parts to the value of \$88,528 were sent abroad. During the eleven months ended May this year the total exports of cars and parts amounted to \$609,158,

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We are the largest dealers in new and second-hand automobiles in the world, carrying in stock 300 to 500 machines always on hand. Do not buy before you see our line; it will pay you. TIMES SQUARE AUTO CO., 1599-1601 B'way, bet. 48th & 49th Sts. Telephone, 3423-Bryant.

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Franklins. Royal Tourists, Autocars. Lozlers. Oldsmobiles (Touring and latest Runabouts). Locomobiles (all models). Rochets. Cadillacs. Mercedes and 100 other unusual opportunities. Demonstrations given. Manhattan's Pioneer Automobile Establishment.
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247. 249 West 47th and 1780, 1782 Broadway

against \$577,269 for the corresponding period last year.

One source of danger has been developed with the somewhat limited use of the oiled or tarred road surface thus far which never was cause for complaint in connection with the hated dirt road. Its very dark color renders it hard to distinguish from the bordering grass or ditch when being traversed at night, and even a good searchlight does not help matters to a great extent: except when a very moderate rate of speed is maintained. The whitish appearance of the clay or macadam surface is comparatively easy to discern even on a black night. The tarred track is somewhat obscured by its surroundings. This difficulty should not prove a cause for legitimate complaint, however, since with rational speeds and good lights the fault cannot be counted against it

Use ALLEN'S FOOT-EASE



nervous, hot and get tired easily. If you have aching, smarting feet, try Allen's Foot-Ease. It rests the feet and makes new or tight shoes easy; always use it to Break in New Shoes. It cures swollen, hot, sweating feet, blisters, ingrowing nails and callous spots. Relieves corns and bunions of all pain and gives Rest and Comfort. We have over thirty thousand testimonials. Try it to-day. Sold by all Druggists everywhere 25 cents. Don't accept any substitute for Allen's Foot-Ease. Trial package FREE. Address, Allen S. Olmsted, Le Roy, N. Y. European Branch Office, Peterborough, England.

WARNING: Success brings imitations. Scores of worthless imitations are sometimes offered for sale. Insist upon having Allen's Foot-Ease. The Original powder for the feet. Twelve years before the public. Annual sales over two million packages. Do not accept spurious substitutes claimed to be "just as good."

Remember, Allen's Foot-Ease is sold only in 25 cent packages

bearing yellow label with our trade mark and facsimile signature

Remoberated You Can Wear Smaller Shoes.

"DEAR SIR:—Seeing your advertisement in a magazine, I bought a package of ALLEN'S FOOT-EASE. Am quite fisshy and heavy on my feet, and no one can tell how I suffered. When I tell you that I wear a No. 3 shoe, and was compelled to get a No. 5 house shoe and even then could hardly get them on in the morning, you will not wonder that I suffered. Since using ALLEN'S FOOT-EASE I have been able to put on the No. 3 shoes in the morning, and the pain has all ceased. I shall use more ALLEN'S FOOT-EASE, but feel that my feet are cured. Words cannot express my thanks to you."—Mrs. M. J. Lewis, Marion, Miss.

What the London Lancet says about Allen's Foot-Ease.

The distinguished English medical authority, the London Lancet, says: "Analysis discloses in ALLEN'S FOOT-EASE ingredients suitable for treating the feet. The powder is well adapted for the purpose intended since it is fine and impainable, with a slippery, velvety feeling to the touch. It, moreover, contains an antiseptic. We have received a list of testimonials in favour of this powder."—It has won its way into thousands of homes, by one physician recommending it to other physicians. By its genuine merit it has become a standard remedy in the treatment of Nervous disorders.

Do Not Accept Any Substitute for ALLEN'S FOOT-EASE.

Sold by all Druggists everywhere for 25 cents. For FREE Trial package, also Free Sample of the FOOT-EASE SANITARY CORN-PAD, a new invention, address Allen S. Olmsted, Le Roy, N. Y.